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MANUFACTURING CHEMISTS.

ESTABLISHED A.D. 1841.

BIRTH.

On the 26th November, at Fairy Glen, Martin Road, Singapore, the wife of FREDERICK KRAUSE, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 30th NOVEMBER, 1903

DR. HOARE, in his sermon at St. John's Cathedral yesterday morning, mentioned the improvement which he had noticed in the attitude of the Press toward missionaries and mission work. His remarks had no particular local application, but referred to the British Press generally. The question of the attitude of the Press toward missionary effort has always been a difficult one, and perhaps it is exceptionally difficult in such parts of the world as the Far East, where we see for ourselves the missionary at work, and do not merely have to rely on the accounts given in the reports of various societies or from the pulpit on such occasions as yesterday, the annual day of intercession for missions. The European resident out here sees the missionary, if he acts up to his profession, striving his best to convert the natives of the country to that religion in which the resident himself, like the evangelist, has been brought up, or at least under the influence of which his mother country is governed. He would, therefore, in the majority of cases, be predisposed, to look upon the work more favourably than not, though he might not himself do anything to forward it actively. But is this so? The question can hardly be answered in the affirmative. It is plain that there must be other factors in the situation which determine him rather against his natural inclination. We think there are, broadly, two. The first is, that the methods in a lot of missionary endeavour are objectionable; the second, and really more important, is that the thought cannot be put aside that so vast an amount of work is left undone at home that those who are admirably suited to do it, but instead come out here and undertake work for which they are by no means well suited, should not command much sympathy. We do not intend hereto go into the question of wrong methods, as we have on various occasions in the past dealt with it at some length; the unfortunate point is that these methods are practically unchanged. As for the work left undone at

home, there is no one in this Colony who ever lived in Britain who could not bear ample witness to it. We have, of course, heard strong advocates of missionary enterprise who have admitted the urgency of labour at home, but have claimed that there must be men (and women) for both tasks. In that case it seems to us that it is a pity that so many of the earnest and sincere people who come out and blunder along in their attempt to convert the Chinese were not reasoned with before they set out for the East and induced to consider seriously whether they might not do far more good in their own country. Dr. HOARE takes the Hongkong people to task for not supporting missions more liberally. The Bishop was himself a missionary and was, we know, one of the hardest workers among them. But we think he rather ignores the possibility that Hongkong people require to be more convinced of the value of the work which missions are doing in China, and that the missionaries have not left most urgent calls at home unattended to, before they give as liberally as he wishes.

The despatch of the British Expedition to Tibet has been made an excuse by the Russian Press for a new tirade against Great Britain. REUTER announces that the Russian papers are discussing the question, enlarging on the effect of the expedition, direct and indirect, upon Central Asia generally, and declaring that it will establish British prestige to the detriment of that of Russia. They credit the British Indian Government with ambitious designs, such no doubt as animate their own Government, and urge that every effort should be made to thwart these imaginary designs. The truth is, no doubt, that they hail the opportunity which they think the despatch of this expedition gives them as a heaven-sent chance to retort upon Great Britain the accusations which a portion of the British Press have levelled against Russia of designs upon Manchuria. If they are accused of desiring and intending to annex Manchuria, why should they not attribute to Great Britain the same sinister intentions with regard to Tibet? It matters little to Muscovite writers that the circumstances are widely different. Great Britain may not desire to drive a railway across the passes to the "Roof of the World," and is not in search of a port in unfrozen waters as the terminus of its great arterial line of railway, but she may be seeking for a new market—if a limited one—for British manufactures and products, and even the land of the Dalai Lama is a consumer of tea and other products which England and India have for sale. The volume of such trade would, it is true, be very small, especially considering that Tibet already imports from India to a fair extent. Then Great Britain has no hankering for the inclement country comprised in the Tibetan plateaus, and would not care to spend either men or money in such a cause. She is interested, like the rest of the world, in exploring the wide territories at the foot of the great mountains of Central Asia, but she has no wish to annex a country which would scarcely give any return on the cost of conquering, and certainly, even as a market for products or goods, would never pay for any serious effort to secure its possession. What the British Indian Government cannot allow, however, is for another and perhaps rival Power to establish itself amongst the snows of Tibet and become a standing menace, first to Sikkim and Nepal, and then to India. If there is to be a race for the protectorate of the tributaries of the decaying Dragon Throne, then it is a matter of state policy that England should get there first. At present, and as things stand, Great Britain has no hankering for either Manchuria, Mongolia, or Tibet, but if they are all to be torn from the feeble grasp of KWANG HSU, she cannot and will not allow them all to be absorbed in the territories of the Tsar.

The regatta regulations are published in the *Gazette*.

Lee Baio, the popular watering-place in the Philippines has been almost entirely destroyed by a huge fire.

On Friday, the 18th December, the Institution of Engineers and Shipbuilders will give a ball in the City Hall.

The old Orient Hotel at Manila has at last had its fate decided. It is to be the headquarters of the Philippine Constabulary.

To-day is St. Andrew's Day. It is unnecessary to remind so Scottish a Colony as Hongkong that the St. Andrew's Ball comes off to-night.

A meeting of the Justices of the Peace will be held at the Magistracy at 2.30 p.m. to-day to dispose of certain adjourned applications. The Hongkong Hotel, Kowloon Hotel, and Peak Hotel figure on the list.

Considerable smuggling of arms and ammunition through the southern islands of the Philippine Archipelago has been discovered.

The cycling-track at Taikeo will be open for training purposes from Tuesday next, in view of the annual athletic sports on New Year's Day.

Dr. W. W. Richards has been sentenced, in Manila, to three years' imprisonment for accepting a bribe to pass mules for Government purchase.

The appointment of Mr. F. D. C. Wolfe as Assistant Superintendent of Police and magistrate in the New Territory is notified in the *Gazette*.

The change in the weather yesterday was due to a shift of wind to the south. More or less sharp weather lately experienced was caused by a fresh northerly wind.

A most elaborate and spectacular affair is being arranged as a farewell to Governor Taft of the Philippines, the principal feature being a Venetian water pageant, with gondolas and all complete.

A Filipino priest at Orion, P.I., has been arrested for tearing up a bible belonging to a native woman, and threatening her with the burning lake and other horrors, for possessing the book.

Four men were garrotted for murder in Cagayan, P.I., on the 31st ult. Their deaths were certified by the doctor in attendance, but, later, two revived and recovered. Thus, though alive, they are, officially, dead!

Mr. J. Carey Hall, M.A., I.S.O., who has for many years been British Consul at Kobe, has been promoted, on his transference to Yokohama, with an address by the residents of Kobe congratulating him upon his well-earned promotion and upon the distinction recently conferred on him by the King in recognition of long and meritorious service.

A telegram to the Manila *Caballero* dated Washington, 28th November, says:—The Asiatic squadron of the United States Navy has been ordered to sail for Honolulu, Hawaii, at once. The situation between the United States and Colombia over the United States support of the Panama rebels is critical. Colombia is ripe for war with the United States. A hundred thousand Colombians have volunteered in case of hostilities.

The Shanghai *Tungpao* says:—We hear that Teang Chi, the Tartar General of Pingtien, has informed the Central Government at Peking that the Russians have evacuated their garrisons in Moukden, but that they have not returned the garrisons of the Board of Ravans, Rites, and Works, nor the dwellings of the common people of that city, all of which had been seized by Russian troops after the arrest by them of Teang Chi himself during the latter days of October.

The mortality returns for August are published in the *Gazette*. Being so much out of date, they are of little interest. We presume there is some special reason for this more than wanted delay in publication. The returns show a total of 495 deaths, 26 of which were in the European and foreign community (22 civilians, 4 Army) and the rest Chinese. 29 deaths are due to plague and 17 to malaria. The average death-rate per 1,000 per annum was 26.2 in the British and foreign civil community, 18.3 in the Chinese community, and 18.6 in the whole civil population.

The introduction of the regular police force after the Shanghai model, with the municipal lighting of the streets, is the sensation of the hour in Nanking, according to the *N.C.D.N.* correspondent at that port. The police force numbers several hundred—ramous vary from 300 to 800, and is being economically introduced by detaching soldiers from some of the numerous camps for this work. It is to be hoped that the new institution will prove a greater success than the street cleansing system introduced some months ago, which has quickly degenerated into a mere farce. The *Niektai* is responsible for this newest experiment, and as he is said to be a vigorous man, perhaps something may come of it.

The pawnbrokers of Hongkong were read a much-needed lesson yesterday at the magistracy. A pawnbroker of Wellington Street was called in evidence against a collier who was accused of having stolen and pawned a gold watch and chain. The collier was convicted and given six months and six hours in the stocks, and the pawnbroker was severely reprimanded by Mr. T. Sercombe Smith, who warned him, and through him all pawnbrokers, that they must exercise more caution in accepting valuables, such as gold watches, chains, and rings, etc., in pledge from common coolies, whose very possession of such things is suspicious on the face of it. The pawnbroker was ordered to deliver up the watch and chain without compensation.

Prince Adalbert of Prussia, the German Kaiser's third son, who passed through Hongkong last week, was from his birth, or at least his baptism, destined for the sea service of the Empire, as he was named after that Prince Adalbert, a near relative of the old Emperor, who commanded the Prussian navy, such as it was, before it was merged in the marine power of the Reich. The young Prince, like every member of his House, first learned the rules of military discipline in the 1st Foot Guards at Potsdam, and was then taken to Kiel to be indoctrinated into the navy, on which occasion the Emperor delivered one of his most characteristic speeches on the significance of this consecration of his son to the sea-service of the Fatherland.

Very little overflow is coming down from the hilltop by the various little gullies. Many of them, indeed, are dry.

The pond at Kowloon enclosed by the sea-wall of the Hongkong Land Reclamation Company is quite a popular fishing ground for Chinese youngsters. Small fish bite well to fish-bait; the water is kept in circulation by a pipe connection with the harbour.

The Reclamation Works at Kowloon are proceeding apace. Ballast-junks are continually employed dumping rock to the eastward of Blackhead's Pier, while ashore the "toy" railway train, with its wooden trucks, makes several journeys daily. Coolies are employed removing a portion of Flagstaff Hill. The back portion of this, however, is to be left standing. The precipice will probably be secured against landslips by a retaining wall. The slope at the back will make it possible for the military, if it ever be necessary, to run up guns to a position commanding the harbour.

THE VOLUNTEERS.

The Hongkong Volunteers have parades during the week as follows:—
Artillery Companies parade at Headquarters at 5.30 p.m. to-day for Maxim Gun Drill. Sergeant Bickelme, R.G.A., will attend. At Headquarters at 5.30 p.m. on Friday, 4th December, for 15-Pr. B.L. Gun Drill. Sergeant Bartolome, R.G.A., will attend.
All Units parade at Headquarters at 5.30 p.m. on Tuesday, 1st December, for Infantry Drill. Sergeant James, 1st Sherwood Foresters, will attend.

Recruits' Drill parade at Headquarters at 5.30 p.m. on Wednesday, 2nd December. Sergeant James, 1st Sherwood Foresters, will attend. Kowloon Dock, Gun Club Hill, at 5.30 p.m. on Tuesday, 1st December, for 15-Pr. B.L. Gun Drill. C.S.M. Whelan, R.G.A., will attend. Taikeo Detachment parade at Taikeo, at 5.30 p.m. on Wednesday, 2nd December, for 15-Pr. B.L. and Maxim Gun Drill. C.S.M. Whelan, R.G.A., will attend.

DAY OF INTERCESSION AT S. JOHN'S CATHEDRAL.

Yesterday was the Day of Intercession appointed to be observed in all the English Churches throughout Christendom. Accordingly special services of intercession were held in St. John's Cathedral. The Lord Bishop of Victoria preached the sermon, taking for his text St. Paul's Epistle to the Romans x. 13. The Right Reverend preacher said that 31 years ago the Society for the Propagation of the Gospel, supported by deputations from other societies, waited upon the Archbishop of Canterbury, with a request that he would set apart a day for special intercession services for foreign missions. In accordance with this request His Grace appointed the 30th of November to be observed for that purpose in all English churches. On the morning of that day, in 1872, the London *Times* in a leading article made these remarks as the subject of missionary work:—"Who is there who can number among his personal acquaintances a man who has done years, or a single year, of Church Missionary work in any field? An ordinary Englishman has seen almost every human or brute native of foreign climes, but few can say that they have seen a missionary or a Christian convert." Such criticism as this, remarked the preacher, displayed the greatest ignorance of the truth, and such newspaper criticism was most unworthy, and such as no newspaper ought to lend itself to, as it would not, certainly, do now. But though there is a great change now, there are many found to criticize, who many more take but a very languid interest in missionary work for they do not study the subject, and do not know that missionary work is the primary duty of the Christian Church. Bishop Hoare then touched upon the object of missions, pointing out that the Gospel of Salvation, which we all know, the heathens and infidels and the ignorant had a right to know also, and it was the Church's bounden duty to go to all parts and preach that Gospel. People were found to say that the Chinese religion was good enough. This was true, and there was much that was admirable in Confucianism and Confucianists, but there was in it no hope, and the erring sinner had no one to pray to, nor to hope for intercession from. Some, again, valued missionary work only as a civilising agency. True it was so, but salvation, to St. Paul, was the greater object. Throughout the Gospel the ruling command was to carry "the glad tidings to all," that all might know that this world was not the end—that there was a life beyond. But there was a great laxity in the interest shown in this work by those who called themselves Christians. Here, in Hongkong, what is done for this work? asked the preacher. Schools, choirs, and church works were supported, and men generously supported, but what did Hongkong do for missions? Too little. "People were too prone to cry, 'But what is done by missionaries?'" The Bishop went on to say a few facts would show what was done. The results were in reality very great. To take the province of Fukien alone, in the past year there had been over 1200 baptisms of converts, and in the eight months since his return he had administered the sacrament of confirmation to 1000 converts. Here in Hongkong, in Kowloon, and on the mainland of China, congregations of native Christians were springing up and becoming self-supporting. But there was a wide field, and aid was needed to go further to reach those farthest away from such light—the aid of prayer, of funds, and of sympathy, and these were being asked on that day in all the churches in Christendom.

TELEGRAMS.

REUTERS SERVICE.

BRITISH M.P.'S VISIT TO FRANCE.

LONDON, 26th November.

Ninety Members of the House of Commons, several Peers, and the Colonial Agents-General, accompanied by sixty ladies, under the auspices of the Commercial Committee of the House of Commons, have gone to Paris as the guests of a large and influential committee of French Senators and Deputies. The reception was a very cordial one. Baron D'estournelles welcomed the visitors who, after three *filles* in Paris, will visit Bordeaux, Marseilles, Lyons, Nice, and Monte Carlo.

LATER.

At a brilliant banquet at the Grand Hotel, Paris, to the British M.P.'s the speeches were marked by the utmost cordiality on both sides. M. Combes, who spoke decidedly in support of a good understanding between the two nations, was loudly applauded. Referring to the presence at the same table, without distinction of party, of representatives of the British and French peoples, he hoped the Arbitration treaty would prove a fruitful germ of future treaties.

THE HOTTENTOT REBELLION IN SOUTH AFRICA.

LONDON, 26th November.

The rebel Hottentot chiefs are awaiting the arrival of the Governor at Keetmanshoop, and a satisfactory solution of the difficulty is anticipated.

THE BALKAN QUESTION.

LONDON, 26th November.

Before assenting to the reform scheme the Porte begged Austria and Russia to modify the terms and received an absolute refusal. On the Russian Ambassador repeating the refusal yesterday, in a strong note, the Porte's attitude underwent an entire change.

JAPAN AND RUSSIA.

LONDON, 27th November.

The *Morning Post* understands that there is no truth in the reports that Japan is ready to abandon Manchuria to Russia in return for a free hand in Corea.

RUSSIA AND THE BRITISH EXPEDITION TO TIBET.

LONDON, 27th November.

The Russian papers persistently discuss the British expedition to Tibet, enlarging on its effect, direct and indirect, upon Central Asia generally, and because it will establish British prestige to the detriment of Russian. They also dwell on the necessity of thwarting the ambitious designs of Great Britain.

CORRESPONDENCE.

THE JOCKEY CLUB AND FAIR PLAY.

[TO THE EDITOR OF THE "DAILY PRESS,"]

Hongkong, 28th November.

SIR,—In order to correct any possible misapprehension as to the authorship of a letter dated the 27th instant which appeared in the *Hongkong Daily Press* of this morning's date under the heading "The Jockey Club and Fair Play" and over the *non-de-plume* of "Johibba," I beg to say that I am not either directly or indirectly the author of such letter.

I happen to be the owner of a brown Australian mare which has run at the last two meetings of the Hongkong Jockey Club under the name of Johibba.

Don'tless the writer of the letter referred to was unaware of this, otherwise I feel sure he would have displayed better taste than, in such a confined place as Hongkong, to have chosen "Johibba" as his *non-de-plume* for the above letter.

When I write to the Public Press I invariably write over my own name—I am, Sir, Yours faithfully,

GODFREY C. C. MASTER.

HONGKONG'S ASSETS AND LIABILITIES.

The following statement of the Colony's assets and liabilities on the 30th September, is published in the *Gazette*—

ASSETS.	
Bank balance	531,822.21
Crown agents' balance	27,129.58
Advances, &c.	50,709.69
Total assets	609,661.48
Balance	43,556.74
Total	653,218.22
LIABILITIES.	
Deposits not available	433,876.16
Crown agents' drafts	210,000.00
Money order remittances	19,174.55
Total	662,050.71
Subsidary coins in transit	100,000
Estimate of silver at mint	90,000
Total	852,050.71

HONGKONG JOTTINGS.

One of the chief topics of conversation in Hongkong just now, it may be safely said, is the cold. People are saying that it is much colder than they remember it being at this time of year, while one or two newcomers whom I have met recently are, to say the least of it, surprised at what Hongkong can do in the way of cold. It is really not to be wondered at that the weather is so much commented upon. I have been looking at the report, compiled from fifteen years' observations, of the Hongkong Observatory in 1898, and I find the following records of the mean temperature in November:—Mean temperature, 69, maximum 85; minimum 50. The thermometer last Friday stood at 55 at 10 a.m. and at 53 at 4 p.m. (It was 48 only at 10 a.m. on the Peak on day last week, but the Peak of course is 7 or more degrees cooler.) So it can be seen that the cold which we are now experiencing, though a good way above the lowest record, is a long way below the mean temperature of the month of November. It is indeed below the month of February, which, according to the same Observatory Report which I mentioned, is over 57. Will it last? Is the question which everyone is asking. I think most of us hope not. Of course it is "very fine and breezy," as we shiveringly observe, but our houses and offices are hardly constructed to withstand the cold well. However, yesterday was distinctly warmer.

It will interest the members of the local Civil Service to know that Mr. Alleyne Ireland, the writer of the *Times* article (recently reproduced in the *Daily Press*) on the subject of the Civil Service in Hongkong, is still in the East, and is expected to reach this Colony from Saigon, on his way to the Philippines, very shortly. His stay here, I imagine, will be brief, as it is not likely to be quite so pleasant as his former visit. A Singapore journal, I notice, writes of Mr. Ireland's article on Hongkong as being "a virtual *exposé* of what is seemingly the most incompetent and slovenly secretariat in the Empire." It may be useful to remind Singapore that things are not always what they seem, and that if they were so bad in Hongkong as Mr. Ireland represented, the resident community, it is safe to say, would have made the discovery long ago. As it is they are still puzzled to know what justification exists for the attack.

Ricksha-coolies are making the most of the cement-work embedding electric tramway rails. The smooth surface, no doubt, does away with a deal of friction. In these circumstances a clear road and a good runner make rickshariding quite enjoyable. "Rickshas" had better make hay while the sun shines, as they will soon have little use for them. I note, by the way that where the lines branch from Des Vaux Road into Praya West, the double rails split: one branch turns down the road in front of the Harbour Office, the other down the next road east. This is a good arrangement; there would hardly be room for both tracks in one narrow byway. To move a little nearer town, I still imagine the corner at the City Hall will be a dangerous one.

Coming down from the Gardens with a friend the other day, I happened to pass the battery near Government Buildings. Greatly to the entertainment of a few loitering Chinese the R.G.A. were performing heavy gun drill with the oldest type of guns imaginable. Little things amuse little minds, no doubt, but my friend accompanying me, an officer in the army of a Continental power, was greatly amused also. "Such drilling," said he, "is waste of time; time wasted in this description was the cause, no doubt, of many deficiencies displayed by the British in the South African war. It is the same with your Navy. Men are trained to lug about obsolete muzzle-loading guns. Timeworn occupations could be utilised to far greater advantage." It is said by advocates for this out-of-date system of training men that if a man knows his drill at M.L. guns he will experience little difficulty in learning how to manipulate the breech-loaders. This idea does not work out in practice.

There appears to be a "slump" in professional theatrical touring in the Far East. Shanghai, it seems, is intimated in some way that there was no great desire there for third or fourth-rate shows, and indeed the Lyceum is no longer open to them except by permission of the A.D.C. A result of this inability to secure the Shanghai theatre is that two companies which were coming to Hongkong this season, as Hongkong without Shanghai would not pay them sufficiently. I have no wish to say anything against these two particular companies, whose names I do not know. But I think that the less we get of some of the very inferior theatrical shows which come to the Far East the better. I have seen many out here which are only amusing through their sheer badness; and I am very glad I did not have to write a criticism on them. If I had, I might have been visited by the whole troupe next day.

Compared with the just expiring month of November, which has been full of Chinese festivals, December is not much of a festival month with the native population. But there is nevertheless one of the biggest *fele* days of the year during its course, namely that of the philosopher Kung, generally known to Europeans under the Latinised style of Confucius. The date of his birth is given as B.C. 551, so that his *fele* is one of no little antiquity.

The question of the relations between the Press and the pulpit does not after arise here and there is really no particular reason why it should. It does so more frequently perhaps in

[illegible]

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TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HUMANTRA PORTS.

FROM	STEAMSHIP	TO SAIL
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.
GLASGOW and LIVERPOOL	"TYDEUS"	On 20th December.
GLASGOW and LIVERPOOL	"NESTOR"	On 1st January.
GLASGOW and LIVERPOOL	"KEEMUN"	On 8th January.

FOR	STEAMSHIP	TO SAIL
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 8th December.
MARSEILLES, LONDON and ANTWERP	"ACHILLES"	On 20th December.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.
MARSEILLES, LONDON and ANTWERP	"YANGTZE"	On 19th January.
MARSEILLES, LONDON and ANTWERP	"DICED"	On 22nd January.

FOR	STEAMSHIP	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA.	"TYDEUS"	On 1st January.

The ss. "DEUCALION" left Moji on the 24th inst., p.m., and is due here on the 30th inst., a.m.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 27th November, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMSHIP	TO SAIL
NINGPO and SHANGHAI	"TAIWAN"	On 30th November.
MANILA	"KAIFONG"	On 2nd December.
PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 2nd December.
LOILO and CEBU	"NANCHANG"	On 4th December.
KOBE	"CHINGTU"	On 10th December.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

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Hongkong, 30th November, 1903. [11]

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Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date.
"ROHILLA MARU"	Ernest Bent	3369	Tuesday, 1st December, at 11 A.M.
"ROSETTA MARU"	H. S. Smith	3576	Saturday, 5th December, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
K. NAKASHIMA, Manager.
Hongkong, 27th November, 1903. [478]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.....	WEDNESDAY, 16th Dec.	
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.....	WEDNESDAY, 13th Jan. 1904	
R.M.S. "ATHENIAN"	3,882 Tons.....	WEDNESDAY, 27th Jan.	
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 10th Feb.	
R.M.S. "TARTAR"	4,425 Tons.....	WEDNESDAY, 24th Feb.	
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.....	WEDNESDAY, 9th Mar.	
R.M.S. "EMPERESS OF CHINA"	6,000 Tons.....	WEDNESDAY, 30th Mar.	
R.M.S. "EMPERESS OF INDIA"	6,000 Tons.....	WEDNESDAY, 27th April	
R.M.S. "ATHENIAN"	3,882 Tons.....	WEDNESDAY, 11th May.	
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons.....	WEDNESDAY, 11th May.	

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and making connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder Street.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHIP INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,197	W. E. Craven	December 14, 1903
"INDRAVALLI"	4,899	R. P. Craven	January 14, 1904
"INDRAPURA"	4,899	A. E. Hollingsworth	February 13, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 17th November, 1903. [114]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

"GLENSHIEL,"
Captain J. McMillan, will be despatched as above on THURSDAY, the 3rd December.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW.
Hongkong, 14th November, 1903. [3150]

REGULAR
STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

STEAMSHIP	Tons	Sailing Date
"ORONO"	8th Dec.	15th Dec.
"LOWTHER CASTLE"	24th Dec.	5th Jan.
"SUKH"	5th Jan.	15th Jan.
"SAGAMI"	15th Jan.	27th Jan.
"LENNON"	27th Jan.	
"AFRIDI"		

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 17th November, 1903. [1125]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"
Captain W. Ellis, will be despatched for the above ports on WEDNESDAY, the 16th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passengers, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 24th November, 1903. [3231]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK.

THE Steamship

"GLENROY,"
Captain F. Selby, will be despatched as above on WEDNESDAY, the 16th December.

For Freight or Passage, apply to
MCGREGOR BROS. & GOW.
Hongkong, 18th November, 1903. [3197]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils; to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"
Captain Ivalich, will be despatched as above on SATURDAY, the 10th December, p.m.

For information as to Passage and Freight, apply to
SANDER, WISLER & CO.,
Agents,
Prinsep's Buildings.
Hongkong, 25th November, 1903. [3]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DUTY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 4th July, 1903. [1964]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. T. T. T. & CO.,
No. 123, Connaught Road Central.
Hongkong, 30th Jan. 1903. [1]

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPT. PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"KUMANO MARU,"
4,500 Tons, Captain E. W. Howell, will be despatched for the above port on FRIDAY, the 4th December, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to
A. S. MIHARA,
Manager.
Hongkong, 27th November, 1903. [3265]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED, AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELUS,"
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 7th December.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 7th December will be subject to rent.

All Claims against the Steamer must be presented to the Undersecretary on or before the 12th December, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 27th November, 1903. [10-12]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CEYLON,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M. To-morrow, the 27th inst.

Goods not cleared by the 3rd prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date, they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 26th November, 1903. [1]

FROM HAMBURG, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"
Captain Jaburg, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersecretary and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE, Hongkong Office.
Hongkong, 25th November, 1903. [3266]

JAVA-CHINA-JAPAN LINE.

FROM YOKOHAMA, KOBE, MOJI AND AMOY.

THE J. C. J. Line Steamship

"TIPANAS,"
Captain P. Zwart, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December, will be subject to rent.

All Claims for damage must be sent in before the 2nd December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersecretary.

The steamer will be despatched for Singapore, Batavia, Cherbon, Samarang, Sourabaya and Macassar on Monday, 30th inst.

HOLLAND-CHINA TRADING COMPANY, Agents.
Hongkong, 27th November, 1903. [3262]

IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT,"
OF THE NORDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M., To-day, 25th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 2nd December, at 9.30 A.M.

All Claims for damage must be sent in before the 7th December, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersecretary.

NORDEUTSCHER LLOYD, MELBOMERS & CO., Agents.
Hongkong, 25th November, 1903. [5]

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"
FROM SEATTLE, TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.
Hongkong, 25th November, 1903. [7]



CLEANSE YOUR BLOOD

WITH GRIMAULT & Co's

SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

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Sold by all dealers.

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FURNITURE STORE,
PLATED GLASS AND CROCKERY,
WARE, &c., and FINE CHINA
LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL,
Hongkong, 21st & 22nd Nov. 1903. [26]

FOR EUROPE AND AMERICA,
INDIA, AUSTRALIA, &c.,
and for

PRIVATE RESIDENTS AT THE OUTPOSTS.
A COMPREHENSIVE AND COMPLETE RECORD

OF THE

NEWS OF THE FAR EAST

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Subscription, if paid in advance, \$12 per annum.
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Good morning! Have a Cigar?



Thank you! This Mexican IS nice!

Yes. But see that the signature of DRESSELHUIS and NIEUWENHUYSEN is on every box, and do not be put off with any other.

3120-9

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.



The Physician's Cure for Gout, Rheumatic Gout, and Gravel.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickness of Pregnancy.

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